



WAMBO MINING COMPLEX TRAFFIC MANAGEMENT PLAN

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1.0 Introduction

1.1 Background

The Wambo Coal Mine (the Mine) is situated approximately 15 kilometres west of Singleton, near the village of Warkworth, New South Wales (NSW) (**Figure 1**). Wambo is owned and operated by Wambo Coal Pty Limited (WCPL), a subsidiary of Peabody Energy Australia Pty Limited (Peabody).

A range of open cut and underground mine operations have been conducted at Wambo since mining operations commenced in 1969. Mining under the current Development Consent (DA305-7-2003) commenced in 2004 and permits both open cut, underground operations and associated activities to be conducted.

The latest modification to DA305-7-2003 (Mod 16), approved by the Independent Planning Commission of NSW on 29 August 2019, requires development at Wambo to be undertaken in the following stages:

- Phase 1 - open cut mining operations at Wambo open cut mine, underground mining operations at Wambo underground mine and the operation of Wambo mine infrastructure (including minor upgrades to this infrastructure) within the green operational area identified in Figure 1 of Appendix 2 (of DA305-7-2003)
- Phase 2 - underground mining operations at Wambo underground mine, the operation of Wambo mine infrastructure within the green operational area identified in Figure 2 of Appendix 2 (of DA305-7-2003) and associated surface development
- Phase 3 - following the cessation of underground mining operations that includes mine closure.

The operation of WCPL's rail and coal loading infrastructure is undertaken in accordance with DA177-8-2004. The latest modification to DA177-8-2004 (Modification 3) was approved by the Independent Planning Commission of NSW on 29 August 2019.

Phase 2 is scheduled to commence 1 December 2020. During Phase 2, open cut mining will be undertaken by the United Wambo Joint Venture (UWJV) as approved under SSD 7142. WCPL, under DA 305-7-2003 (Mod 16), will continue to operate the Wambo underground mine as well as the coal handling preparation plant (CHPP) and train loading operations. During Phase 2 traffic for both the United Wambo open cut mine and Wambo Mine, will utilise the Wambo Mine Main Access Road as the main access point to the operations (**Figure 2**).

For the purposes of this Traffic Management Plan, and from this point forward, the combined UWJV Open Cut (accessed from the Wambo Mine main access road) and Wambo Coal Mine will be collectively referred to as the Wambo Mining Complex.

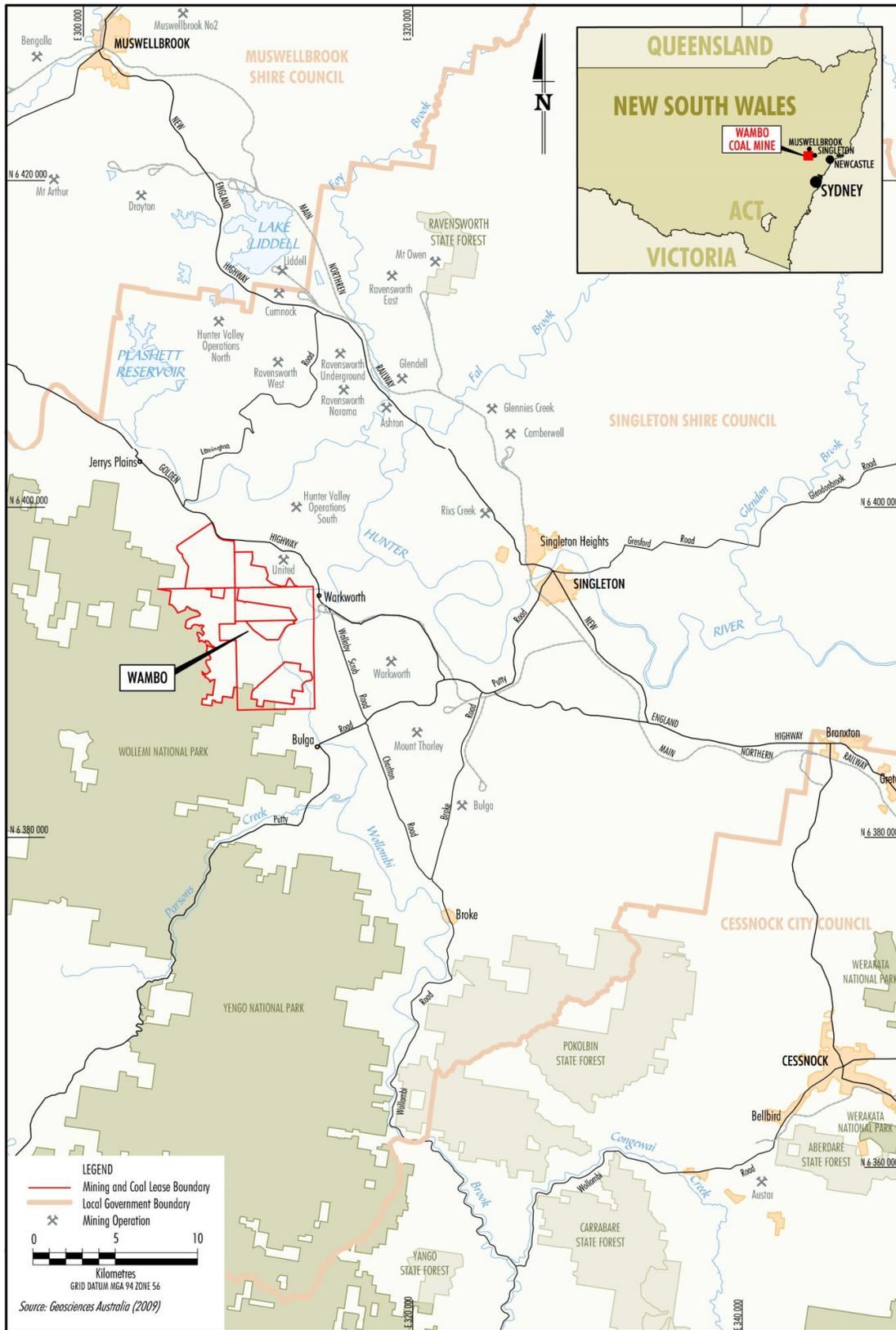
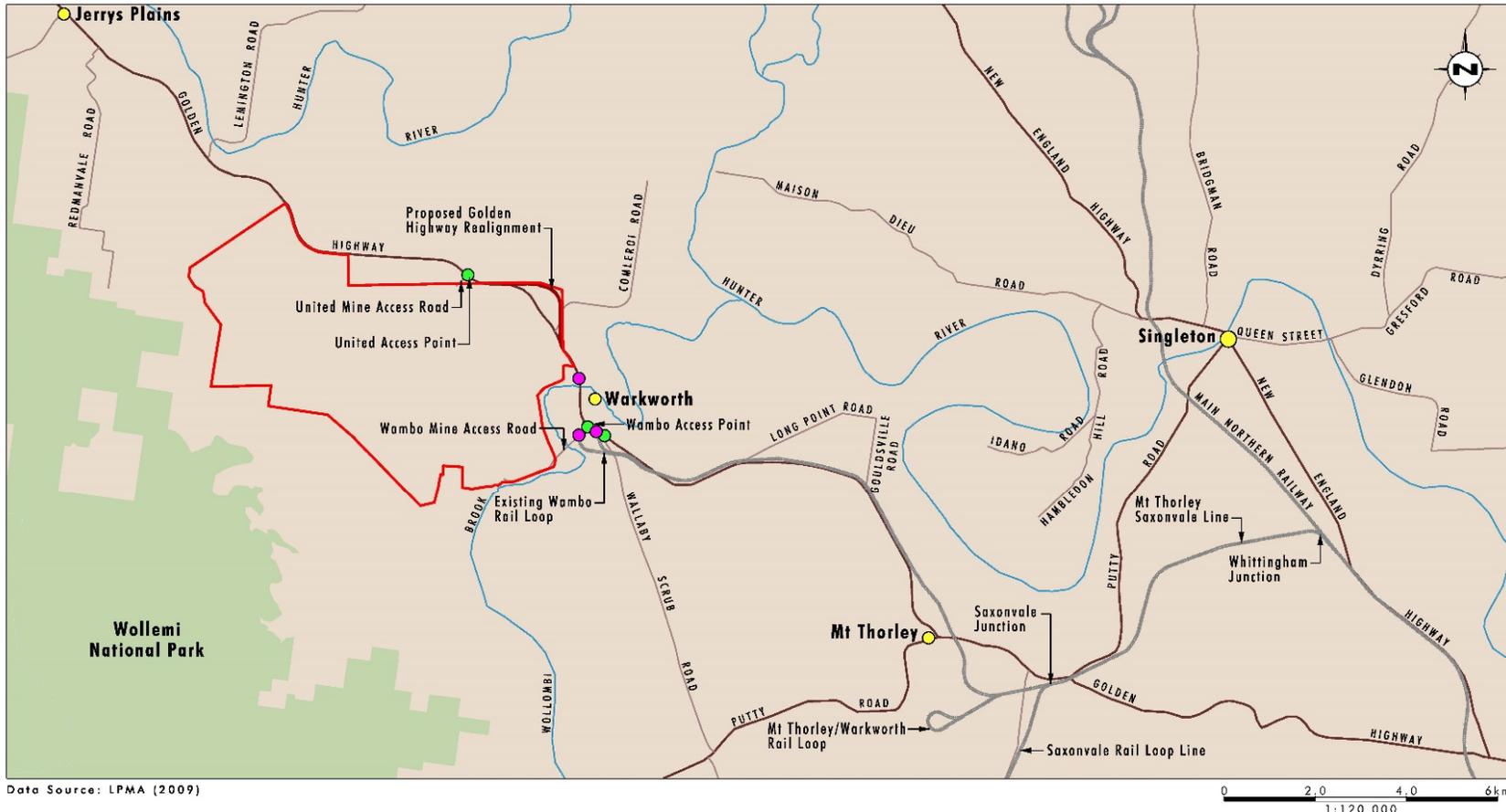


Figure 1: Wambo Coal Regional Location



Road and Rail Network

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Figure 2: Road and Rail Network (Umwelt, 2016)

1.2 Purpose

The purpose of this Traffic Management Plan (TMP) is to describe the strategies to be implemented at the Wambo Mining Complex to minimise the impacts of mine-related traffic on the local community and road users. This TMP has been developed to:

- Describe all transport routes, traffic types and access roads to be used for mine-related traffic;
- Include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, particularly during shift change periods, including managing over-dimensional vehicles;
- Provide a Driver's Code of Conduct that stipulates safe driving practices; and
- Describe how this TMP will be reviewed and updated.

1.3 Scope

This TMP has been prepared to manage traffic-related impacts on public roads during Phase 2 operations at the Wambo Mining Complex. This includes use of the site by traffic approved under the UWJV project (SSD 7142).

This TMP applies to all mine-related traffic entering and exiting the Wambo Mining Complex, via public roads. This includes employees, contractors, suppliers and visitors.

This TMP does not address the realignment of the Golden Highway and associated Construction Traffic Management Plan, which is a requirement of the UWJV project (SSD 7142).

1.4 Statutory Requirements

This TMP has been prepared to address the relevant requirements of DA305-7-2003 (Mod 16), as described in **Table 1**.

Table 1: Requirements for this TMP

Condition	DA305-7-2003	TMP Section
B113	Traffic Management Plan The Applicant must prepare a Traffic Management Plan for the Wambo Mining Complex, that includes use of the site by traffic approved under SSD 7142, to the satisfaction of the Planning Secretary. This plan must:	This document
	(a) be prepared by a suitably qualified and experienced person/s;	1.5
	(b) be prepared in consultation with RMS ¹ and Council;	1.6 and Appendix A
	(c) include details of all transport routes, traffic types and access roads to be used for development-related traffic;	2.0
	(d) include details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, particularly during shift change periods, including managing over-dimensional vehicles;	3.0
	(e) include a Drivers' Code of Conduct that includes procedures to ensure that drivers: <ul style="list-style-type: none"> i. adhere to travelling speeds; ii. adhere to the designated transport routes, where applicable; and iii. implement safe driving practices. 	4.0
B114	The Applicant must not commence Phase 2 until the Traffic Management Plan is approved by the Planning Secretary	1.7
B115	The Applicant must implement the Traffic Management Plan as approved by the Planning Secretary.	This document

Condition	DA305-7-2003	TMP Section
D5	Management Plan Requirements Management plans required under this consent must be prepared in accordance with relevant guidelines, and include where relevant:	
	(a) summary of relevant background or baseline data;	2.2
	(b) details of:	This table
	(i) the relevant statutory requirements (including any relevant approval, licence or lease conditions);	
	(ii) any relevant limits or performance measures and criteria; and	N/A
	(iii) the specific indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	N/A
	(c) any relevant commitments or recommendations identified in the documents listed in condition A2(c);	3.0 and 4.0
	(d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	3.0 and 4.0
	(e) a program to monitor and report on the:	5.1 and 7.2.1
	(i) impacts and environmental performance of the development; and	
	(ii) effectiveness of the management measures set out pursuant to paragraph (d);	5.1 and 7.2.1
	(f) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	5.2.3
	(g) a program to investigate and implement ways to improve the environmental performance of the development over time;	7.2.1
	(h) a protocol for managing and reporting any:	5.2 and 7.2
	(i) incident, non-compliance or exceedance of any impact assessment criterion and performance criterion);	
	(ii) complaint; or	6.0 and 7.2.4
	(iii) failure to comply with other statutory requirements; and	5.2.2 and 7.2.3
	(i) a protocol for periodic review of the plan.	7.1
	Note: <i>The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.</i>	

Note: 1. NSW Roads and Marine Services

1.5 Preparation of this TMP

Condition B113(a) of DA305-7-2003 requires that this TMP be prepared by a suitably qualified and experienced person. This TMP has been prepared by Umwelt, using information from the 2016 Traffic Impact Assessment prepared by Transport & Urban Planning Pty Ltd, as part of the *United Wambo Open Cut Project Environmental Assessment (EA)* (Umwelt, 2016). The TMP was reviewed by the Manager: Environment and Community and Manager: Health, Safety and Training at Wambo Coal Mine.

1.6 Stakeholder Consultation

As required by Condition B113 (b) of DA305-7-2003, this plan must be prepared in consultation with Road and Maritime Services (RMS) and Singleton Council to the satisfaction of the Planning Secretary.

This plan was provided in draft to the RMS and Singleton Council for review 27 August 2020. No comments were received from either party. The TMP was provided to Department of Planning, Industry and Environment (DPIE) 1 October 2020 for approval.

Evidence of this consultation is provided in **Appendix A**.

1.7 Hold Point

Condition B114 of DA305-7-2003 (Mod 16) states that WCPL must not commence Phase 2 operations until this TMP is approved by the Planning Secretary.

2.0 Road Network and Traffic Conditions

2.1 Road Network

The principal road network that provides access to the Wambo Mining Complex includes the Golden Highway, Wambo Mine Main Access Road and United Mine Main Access Road. Other minor roads in the area include Comleroi Road and Wallaby Scrub Road (now closed – refer **Section 2.1.1.3**). **Figure 2** shows the location of these roads.

2.1.1 Description of Existing Roads

2.1.1.1 Golden Highway

The Golden Highway, adjacent to the Wambo Mining Complex, is predominantly a two-lane rural road, constructed to a highway standard with channelised intersection treatments at major intersections.

The Golden Highway is constructed with a minimum 7.0 metre sealed road carriageway and wide sealed shoulders/gravel shoulders. It has centreline and edgeline road markings to define the travel lanes, together with Raised Reflective Pavement Markers (RRPM's) and guideposts/reflectors.

The horizontal alignment in the section adjacent the Wambo Mining Complex is a mixture of straight sections with large radius curves. The horizontal alignment is relatively flat with sections of modest up/down grades.

The speed limit in this section of Golden Highway is a mixture of 80km/h and 100km/h, with the 80km/h limit posted between 300m east of Wallaby Scrub Road and 900 metres east of Comleroi Road.

2.1.1.2 Comleroi Road

Comleroi Road is a two-lane road that provides access to the Hunter Valley Operations (coal mine) and the Hunter Valley Glider Club, which are located on the northern side of the Golden Highway. The Comleroi Road intersection is located some 2.3 kilometres west of the Wambo Mine Main Access Road.

Comleroi Road forms a T junction intersection with the Golden Highway. Comleroi Road is located 70 metres west of a closed secondary access road to the United Mine. The speed limit at the Comleroi Road intersection is 100km/h.

2.1.1.3 Wallaby Scrub Road

Wallaby Scrub Road forms a T junction intersection with the Golden Highway on its southern side. The speed limit at the intersection is 80km/h. In 2017 Wallaby Scrub Road was closed to traffic at the Golden Highway as part of the Warkworth Continuation Project (SSD6464).

2.1.1.4 Wambo Mine Main Access Road

The Wambo Mine Main Access Road intersects the Golden Highway on its southern side, approximately 420 metres east of Wallaby Scrub Road. This access road is a two-lane road and provides the principal road access to the Wambo Mining Complex.

Sight distance to the east on the Golden Highway from/to the Wambo Mine Main Access Road exceeds 300 metres. The sight distance to/from the west is slightly restricted by a curve in the Golden Highway but provides for 270 metres to/from the intersection.

The Wambo Mine Main Access Road forms a seagull T junction intersection with Golden Highway. The speed limit at the intersection is 80km/h. Channelisation at this intersection includes:

- A channelised right turn lane treatment which is 115 metres long including taper, in the western approach of Golden Highway.
- A channelised left turn lane treatment, 140 metres long including taper in the eastern approach of the Golden Highway.
- A right turn acceleration lane, 230 metres long including taper in the eastern approach of the Golden Highway for the right turn out of the mine.
- A short median in Wambo Mine Main Access Road, together with Give Way/Priority Control. Flaring and large radius corners are provided to cater for the left turns into and out of the Wambo Mine Main Access Road, by heavy vehicles.

Advance Intersection Warning Signs are provided in both approaches on the Golden Highway and the Wambo Mine Main Access Road is signposted at the intersection. Street lighting is also provided at the intersection.

2.1.1.5 United Mine Main Access Road

The United Mine Main Access Road intersects Golden Highway some 4.75 kilometres west of the Wambo Mine Main Access Road. This road is a two-lane road which provides an alternative access to the UWJV project. During Phase 2 access to the UWJV project via this road will be limited to a property access point, as the main entrance point to the UWJV project will be via the Wambo Mine Main Access Road.

The United Mine Main Access Road forms a T junction intersection with Golden Highway. The speed limit at the intersection is 100km/h. The existing channelisation at the intersection includes:

- A channelised right turn lane treatment, 250 metres long including taper, in the western approach of Golden Highway.
- A channelised left turn lane treatment, 130 metres long including taper, in the eastern approach of Golden Highway.
- Give Way/Priority Control in the United Mine Main Access Road, together with flaring and large radius corners to cater for the left turns into and out of the United Mine Main Access Road, by heavy vehicles. Sight distance in Golden Highway to/from the intersection is good in both approaches and exceed 300 metres. Advance Intersection Warning Signs are provided in both approaches of Golden Highway.

2.1.1.6 Other Roads

There are several other minor roads that intersect the Golden Highway associated with either the UWJV project or Wambo Mine.

These are only used by the occasional maintenance vehicle and typically have Basic Right (BAR) and Left Turn (BAL) treatments, which are appropriate for the intersections.

2.2 Traffic Types, Volumes and Conditions

The following sections contain information from the Traffic Impact Assessment (Transport & Urban Planning Pty Ltd, 2016) undertaken as part of the UWJV Project EA (Umwelt, 2016).

2.2.1 Traffic Types

Traffic generated by the Wambo Mine is predominantly light vehicles (i.e. Austroads Classes 1 and 2 vehicles) associated with the employees/contractors work trips to and from the mine, plus visitor trips.

Heavy vehicles (Austroad Class 3-12 vehicles) generated by the mine include rigid trucks and articulated vehicles, as well as the occasional oversized vehicle. These vehicles are associated with maintenance and the deliveries of equipment, fuel and other supplies.

2.2.2 Traffic Volumes and Conditions

Baseline traffic counts showed that, on a typical weekday, the Wambo Mine generated 1,158 vehicle trips. Heavy vehicles accounted for 12.4% of all vehicle trips. Peak times for inbound trips to the mine occur between 5.00am and 7.00am and for outbound trips between 3.00pm to 5.00pm.

Baseline traffic counts on the existing road network was undertaken as part of the EA for the UWJV project. This included daily volume and vehicle classification counts in Golden Highway near the United and Wambo sites and into the Wambo Mine Main Access Road, which were undertaken for the 7 day (week) period between 10 and 16 October 2015.

Typical two-way traffic volumes using the Golden Highway, adjacent to the UWJV project on an average weekday are:

- 4,392 vehicles per day (vpd), east of Wambo Mine main access road; and
- 3,229 vpd, west of the Wambo Mine main access road

Heavy vehicles (Austroad Class 3-12 vehicles) represent around 17.9% to 20.0% of the total vehicles using Golden Highway on an average weekday.

The EA noted that weekdays have the highest traffic volumes with the existing road network experiencing peak hour flows generally between 5.30am and 6.30am, and between 3.30pm and 4.30pm. The morning peak hours varied between the intersections with highest hourly vehicles volume occurring at the Wambo Mine Main Access Road and Wallaby Scrub Road intersections, between 5.30am and 6.30am, and at the United Mine Access Road between 6.30am and 7.30am.

The EA also noted that observations during the morning and afternoon peak hours at all the above intersections confirms that traffic conditions are good with large gaps occurring in the main traffic flow along the Golden Highway to allow for turning onto the highway from minor roads, or turning from the Golden Highway onto minor roads.

2.3 Transport Routes

The Traffic Impact Assessment found that 90% of traffic generated by the mine arrives and departs from/to the east with 10% arriving and departing from/to the west.

During Phase 2 mining, traffic for both the UWJV project and Wambo Mine, will enter off the Golden Highway onto the current Wambo Mine Main Access Road (**Figure 2**). Boom gates are positioned at the entrances to the UWJV project and Wambo Mine to prevent unauthorised access.

Light vehicles accessing the Wambo Mine will park in the designated light vehicle car park, whilst heavy vehicles will continue on and access the Mining Infrastructure Area.

3.0 Traffic Management Measures

The following sections detail the mitigation measures that will be implemented to minimise traffic safety issues, as well as disruptions to local road users.

3.1 Traffic Impact Mitigation

The Traffic Impact Assessment (Transport & Urban Planning Pty Ltd, 2016) noted that the UWJV project is not expected to have any adverse impacts on the safety of the road network. The assessment acknowledges that there will be an increase in traffic using the Wambo Mine Main Access Road intersection with the Golden Highway, however, the increase does not coincide with the current peak hours for the intersection.

Results of the traffic modelling undertaken for the assessment indicated that the Golden Highway / Wambo Mine Main Access Road intersections for both Year 1 and Year 11 will continue to operate at a *'very good level of service with low vehicle delays'*.

The assessment also found that *'no traffic impact mitigation measures are considered necessary'*.

3.2 Licences

In accordance with NSW law, vehicle operators must hold a licence valid for the type of equipment they are operating.

3.3 NSW and Operational Road Rules

Vehicle operators must adhere to the *Road Rules 2014* (NSW) whilst on public roads, as well as site specific driving rules, including obeying speed limits, signage and safe vehicle distances whilst travelling.

Vehicle operators must adhere to designated transport routes for both light and heavy vehicles.

3.4 Shift Change Periods

During Phase 2 operations, both Wambo Mine and the UWJV project have approval to operate 24 hours a day, 7 days a week.

Shift-change hours for both Peabody and UWJV employees are generally timed to avoid regular peak times on key roads, however given the large number of vehicles entering/leaving site at the time of shift changes, an increase in road traffic is expected to occur during these times.

Shift times are subject to changes in production rates. Currently, Wambo Mine is operating a 6-day operation split into two shifts between 6am and 6pm and 6pm to 6am. Managers and staff work trips will generally occur around a start time of 7am and a finish time of 5pm.

Visitor trips will generally occur between 7am to 6pm and most heavy vehicle trips will also occur during the same hours.

3.5 Heavy Vehicle and Over-Dimensional Vehicle Access

Heavy and over-dimensional vehicles will access both the Wambo Mine and UWJV project through the same road network as light vehicles.

Over-dimensional vehicles delivering equipment or materials to the Wambo Mining Complex will have the appropriate permits. Where required, these vehicles will be escorted along the public road network, in accordance with permit requirements. Where possible, these vehicle movements will be scheduled outside peak times and shift changes.

3.6 Training and Communication

Employees and contractors are made aware of this TMP, and any subsequent updates, during site inductions and refresher training.

Additional information regarding traffic management can also be provided via toolbox talks, pre-start meetings and at the senior management meeting level as required.

4.0 Driver's Code of Conduct

The following sections outline the driver's Code of Conduct (CoC) to be applied to all drivers accessing the Wambo Mining Complex.

Employees and contractors working at Wambo Mining Complex will be made aware of the requirements of the CoC and be expected to adhere to the conditions.

Failure to comply will result in disciplinary action including possible suspension or expulsion from working on site (refer **Section 5.2**). Other consequences include:

- community complaints;
- penalty infringement notices for individuals; and
- traffic accidents.

4.1 Access to Site

Drivers are to access the Wambo Mining Complex via the Wambo Mine Main Access Road, off the Golden Highway, unless approval for alternative access has been granted by the Mine Manager.

Drivers intending to access operational areas are to report to the Mine Administration Area to arrange an escort, sign in if required prior to entering operational mine areas, or may continue through the boom gates if authorised to do so.

The sign in includes a Visitor's induction which outlines site traffic requirements. Drivers continuing onto the operational areas may be required to undertake training in WA-TRG-CBT-600 *Roads and Other Vehicle Operating Areas*.

4.2 Implementation of Safe Driving Practices

Drivers are to operate vehicles in a safe manner. The following sub-sections discuss the expectation for drivers to implement safe driving practices whilst on public roads and the Wambo Mine Main Access Road.

4.2.1 Roadworthiness of Vehicles

Vehicles are to be appropriately registered and insured, maintained and inspected, prior to use.

Prior to exiting the Wambo Mining Complex onto the Golden Highway, drivers are to ensure that the vehicle undercarriage and wheels are sufficiently clean to prevent debris being tracked onto the highway.

4.2.2 Adhering to NSW Traffic Rules

Drivers are to operate vehicles in accordance with *Road Rules 2014* (NSW) whilst on mine access roads and public roads, including:

- adhering to sign-posted speed limits;
- obeying traffic signage e.g. give way and stop signs;
- maintaining safe distances between vehicles;
- not operating mobile phones, whilst driving (refer **Section 4.2.2.1**);
- wearing seat belts;

- covering loads (refer **Section 4.2.2.2**).

Vehicle operators are to drive to conditions and reduce speed limits if necessary, for example, when it is foggy or raining.

4.2.2.1 Mobile Phones, Two-Way Radios and Other Devices

Mobile phones are to be docked securely in vehicles and used only with a 'hands free' connection. Phones are not to be handled during transit.

Two-way radios are to be securely docked until required to be used. Radios are used when required to establish positive communication by interacting vehicles on mine access roads.

Other devices are not to be used whilst operating a vehicle.

4.2.2.2 Securing and Covering Loads

All loads will be appropriately secured to vehicles during transport.

Loose material spilled onto road surfaces has the potential to damage vehicles and cause accidents. Vehicles carrying loose materials must be adequately covered to prevent spillage.

Spillages on public roads must be reported immediately to the Roads and Maritime Service (RMS).

4.2.3 Fitness for Work

Drivers are to present to work in a fit manner, and this includes travelling to and from the site. Peabody and the UWJV has a zero tolerance towards driving and working under the influence of drugs and alcohol. This can include driving under the influence of some prescription medications.

4.2.4 Fatigue Management

Drivers of heavy vehicles (non-mining equipment) must adhere to the *Heavy Vehicle (Fatigue Management) National Regulation (NSW) 2015*, as well as any company specific fatigue management requirements.

4.2.5 Breakdowns and Incidents

If a breakdown or incident occurs on a public road, drivers are required to pull over to a safe place if possible, turn on the vehicle's hazard lights and call for assistance. All incidents are to be reported before the end of the shift to the site supervisor.

4.3 Management of CoC Breaches

If it is observed (or reported) that a driver has breached the Driver's Code of Conduct, then WCPL will conduct an investigation into the alleged breach as soon as practicable. Pending the results of this investigation, WCPL may implement the following management measures:

- Formal warning to the individual driver;
- Additional communication to the driver's supervisor (or company representatives, if they are a contractor, visitor or supplier)
- Additional training for individuals; and/or
- Suspension or expulsion of individuals and/or companies from site.

Community complaints and/or feedback relating to the driver's conduct will be reviewed as part of the investigation and considered when determining appropriate disciplinary action.

5.0 Evaluation of Performance

5.1 Monitoring

Peabody will monitor compliance with this TMP (including the Driver's Code of Conduct) and implement management measures, as required, to address any non-compliances.

Monitoring will include visual observations of driver behaviour and traffic movements into and out of the site, as well as monitoring of community feedback and complaints regarding traffic related matters (refer **Section 6.0**).

5.2 Management of Incidents and Non-Compliances

5.2.1 Incidents

Incidents that occur on public roads (such as spillages), will be notified as required to the RMS or NSW Police and managed in accordance with their procedures.

Incidents that occur on the Wambo Mine Main Access Road will be managed in accordance with the site incident reporting and investigation system.

5.2.2 Non-Compliances

Non compliances specifically related to the Driver's Code of Conduct will be managed in accordance with the procedure described in **Section 4.3**.

All other non-compliances relating to this TMP will be investigated and reported in accordance with the relevant conditions of DA305-7-2003 (refer **Section 7.2**).

5.2.3 Contingency Plan to Manage Unpredicted Impacts

The Traffic and Transport Impact Assessment undertaken for the United Wambo Open Cut Project concluded that the Project is not expected to have any negative impacts to other road users and that traffic conditions on the adjacent road will remain good with minimal delays at principal intersections (Transport & Urban Planning Pty Ltd, 2016).

If the Project does result in unpredicted impacts on other road users, WCPL will undertake an investigation into the impacts and develop an appropriate response plan in consultation with the RMS (if required).

6.0 Community Complaint Response

WCPL operates a community complaints line – **Phone (02) 6570 2245**.

All traffic related community complaints received by WCPL will be recorded within the Community Complaints Register. The Manager: Environment and Community (Manager E&C) will investigate the complaint, which will include contacting the complainant within 24 hours to discuss the complaint. A review of the effectiveness of any corrective or preventative actions will be conducted within a month of the complaint and the relevant work procedures updated if required.

Preliminary investigations will commence as soon as practicable upon receipt of a complaint to establish if WCPL is responsible. All efforts will be made to determine the likely causes contributing to the complainant's concerns and address the complainant's concerns such that a mutually acceptable outcome is achieved. If a mutually beneficial outcome cannot be reached, WCPL may refer the matter to the Planning Secretary for resolution.

Reporting of complaints will be undertaken in accordance with **Section 7.2.4**.

7.0 Review and Reporting

7.1 Review

The performance of the management strategies outlined in the TMP is to be reviewed annually by the Manager E&C. A complete review of the TMP will occur every three years.

In accordance with Condition D6 of DA305-7-2003 this TMP will also be reviewed within three months of:

- the submission of an incident report relating to traffic;
- the submission of an Annual Review;
- the submission of an Independent Environmental Audit; or
- the approval of any modifications to the conditions of DA305-7-2003.

The revised TMP will be re-submitted to the Secretary for approval, as required by Condition D7 of DA305-7-2003.

7.2 Reporting

7.2.1 Annual Review

Prior to the end of March each year, WCPL will review the environmental performance of the Mine and submit an Annual Review report to the DPIE. This report will include details of any incidents, complaints and non-compliances relating to traffic management at the mine.

The Annual Review will also describe what measures, if any, will be implemented over the next year to improve the environmental performance of the Mine.

7.2.2 Reporting of Incidents

In accordance with Condition D8 of DA305-7-2003, WCPL will immediately notify the DPIE and any other relevant agencies immediately after it becomes aware of a Wambo Mining Complex traffic-related incident on a public road. The notification will be in writing to compliance@planning.nsw.gov.au and will identify the development (i.e. Wambo Coal Mine, DA305-7-2003) and set out the location and nature of the incident.

7.2.3 Reporting of Non-Compliances

In accordance with Condition D9 of DA305-7-2003, WCPL will, within seven days of becoming aware of a non-compliance, notify DPIE of the non-compliance. The notification will be in writing to compliance@planning.nsw.gov.au and identify the development (i.e. Wambo Coal Mine, DA305-7-2003), set out the condition of DA305-7-2003 that the development is non-compliant with, why it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

7.2.4 Reporting of Complaints

Details of all community complaints will be included in the Monthly Environment Monitoring Report. WCPL will retain a copy of the Community Complaints Register for at least four years. The Manager E&C will ensure the latest Community Complaints Register is posted on the WCPL website.

Detail of complaints will also be reported at Community Consultative Committee (CCC) meetings.

8.0 Responsibilities

Table 2 below summarises the responsibilities documented in this TMP. Responsibilities may be delegated as required.

Table 2: TMP Responsibilities

No	Task	Responsibility	Timing
1	Employees and contractors are made aware of the Driver's Code of Conduct during site induction and refresher training.	HST Manager	Prior to entry to site
2	Investigate breaches of the Driver's Code of Conduct (Section 4.0) and other non-compliances with this TMP.	HST Manager	As required
3	Monitor compliance with this TMP.	HST Manager	Ongoing
4	Investigate any unpredicted impacts and develop an appropriate response plan in consultation with the RMS (if required).	Manager E&C	As required
5	Respond to, investigate and report on community complaints.	Manager E&C	As required
6	Review the TMP in accordance with Section 7.1 .	Manager E&C	As required
7	Annual Review to include traffic related incidents, non-compliances and community complaints.	Manager E&C	Annually
8	Report incidents and non-compliances in accordance with development consent conditions.	Manager E&C	As required
9	Regulator review to be undertaken of this TMP.	Manager E&C	As required

9.0 References

- Development Consent (DA305-7-2003 – Wambo Coal Mine)
- Development Consent (SSD7142 – United Wambo Open Cut Project)
- Environmental Planning and Assessment Act 1979
- Heavy Vehicle (Fatigue Management) National Regulation (NSW) 2015
- Road Rules 2014 (NSW Legislation)
- Umwelt, 2016. United Wambo Project Environmental Impact Statement
- Transport and Unban Planning Pty Ltd, 2016. Traffic and Transport Impact Assessment for United and Wambo Open Cut Project at Golden Highway Warkworth, Ref.15032r, 18 May 2016.

APPENDIX A: Evidence of Consultation

Consultation undertaken for the Traffic Management Plan

Date	Stakeholder	Consultation Method	Consultation Undertaken/Matter Raised	How addressed in this TMP
28 August 2020	RMS	Via DPIE Major Projects Planning Portal	No comments received	
	Singleton Council		No comments received	

Evidence of Consultation (Major Projects Planning Portal 30 September 2020)

Public Authority Response Summary

ROADS AND MARITIME SERVICES DIVISION (PAE-9052311)	
Status Pending Advice	Due Date Friday, September 25, 2020
No response received	
Singleton Council (PAE-9052312)	
Status Pending Advice	Due Date Friday, September 25, 2020
No response received	